Of Light Weight and Can Koop Its Balance BRIDORPORT, Conn., June 8.-Gustave Whitehead, who lives in Pine street, this city, has in front of his house a yard, and the yard there is a rough-board shed, and in the rough-board shed there is a flying machine. Mr. Whitehead - whose name is not Whitehead, but Weisskopf, which in German means Whitehead -is an enthusinst on flying machines. He became infatuated with the subject while a boy, living with his parents in Germany. Subsequently he became an assistant and a pupil of Silien thal, who fell to his death from one of his aeroplane machines in 1896.

Then Mr. Whitehead went to England and studied the Maxim flying contrivance and afterward, six years ago, came to this country where he has met Prof. Langley of the Smithsonian Institution and other aronautical sharps. A few years ago he built a flying machine in New York which now lies rusting in innocuous desuctude comewhere in Spring street in that city going to decay, Mr. Whitehead says, because of failure to deliver a motor of a certain type which was ordered and never completed and about which there now is legal

About a year ago Mr. Whitehead came to Bridgeport, his interest and his faith in flying machines in no wise abated. He marine engineer by trade but as building flying machines is his s rious occupation in life he get employment as a night watchman in a steel manufactory near his home here so that he might have some part of the light of each day in which to work on the problem in which his whole heart is enlisted.

Having interested Andrew Cellie and Daniel Varovi in the subject they supplied him with the small amount of money he required and last November he began work on the present machine which was completed several weeks ago and is now undergoing repairs made necessary by an accident which happened at the machine's trial flight on May 3 last.

These repairs are hearly completed and at an early date the flying machine again will When and where the test will be made Mr. Whitehead will not tell, because he does not want to be bothered with a crowd and because he does not wish any snap-shot verdict of failure to go abroad as the result of some mischance that may involve in no manner the vital pribriples of the machnie.

Wherein Mr. Whitehead believes he has edvanced further toward solving the problem of the airship than have Langley and Maxim is in the matter of motor and the maintenance of equilibrium. The trouble of all the flying machines that have flown is that they have a habit of turning turtleback in mid-flight. There has been no contrivance heretofore devised which will maintain their horizontal stability. After going a greater or less distance their noses point up into the air and they turn over backward and down toward the ground, or they turn over forward

This difficulty Mr. Whitehead believes he has conquered. He believes that he has invented a method of controlling his forces so that the machine will keep on an even fore and-aft keel except when he wishes it to ascend or descend to a certain level, and that this level once attained the airship will sail along this plane with entire horizontal stability. What the method is which brings about this result Mr. Whitehead is unwilling to tell. He has not yet got his patent on the device nor has be got a patent on the motor system which he uses, which is the other feature of his machine which he believes puts it been produced. The great drawback to the other motors is their weight as compared with the horsenower they develop Maxim's flying machine, for instance, weighed eigh pounds to the horse power while Mr. Whitehead says that his machine only weighs two pounds to the horse power.

A curious feature of Mr. Whitehead's contrivance is that, as it stands now, it is a combination of an automobile and a flying machine When the experiments were made on May which resulted in the accident, Mr. White head says, the flying machine travelled along the road with its own power from in front of his house in Pine street to a place out near Fairfield several miles away. In addition to Mr. Whitehead it carried Mr. Cellie the entire distance. It was not driven rapidly because the inventor did not wish to take any chances of straining the machinery, but it showed itself capable, even with the little wooden wheels one foot high on which it rolls, of developing a very considerable spee The general model of the machine is a bird or a bat. There is a body sixteen fee long, tapering to points at each end and with an extreme width in the middle of 1, feet. From each side of this body there spring out wide, bat-like wings, concave on the under side, thus giving the impression of a soaring bird. From tip to tip the wings measure 36 feet. They are made of muslin and ribbed with bamboo poles; the muslin, however, in the perfected machine will be replaced with silk, which was not used in the present case on account of the expense.

What still more heightens the bird-like appearance of the craft as it rests on the ground prepared for flight is the movable tail at the stern-a veritable muslin and bamboo bird's tall which can be flopped up and down to direct and aid ascent or descent as in the case of the bird. The wings, however, are fixed, held in position by light but strong wire stays that run to a mast and bowsprit, which can be quickly unstepped. When the craft is not going to fly, and it generally isn't, the wings are folded and lie compactly along the sides. The tail also can be folded up and stored away.

Four wheels each a foot high support the floor of the croft upon the ground and the two hind wheels move on pivots and are turned to the right or the left by a steering wheel with cord attachment which is placed well up forward. These swivel wheels are to guide the machine when it is travelling along the road as an automobile. There are two motors, one resting on the floor, or deck, of the craft, and the other on a light board running crosswise and on a level with the top of the muslin sides of the machine which are three feet high. The deck motor, which is of ten-horse power, operates the wheels on which the machine rests and so drives it over the road as an automobile. The other, or upper, motor, works the two air propellers on each side of the craft. These propellers, which are of wood, weigh twelve pounds, and are six feet in diameter, with a blade surface of four square feet.

It is the idea to run the machine on the ground by means of the lower engine until sufficient momentum has been obtained to enable the machine to rise easily from the ground. Then the two air propellers are set in motion and as the machine rises the lower engine is shut off and all the force directed to the propellers, which will drive it through the air with the widely outstretched wings on either side as aeroplanes to make it soar as a bird soars through the air. It will be steered by the propellers, one of them running faster than the other, or even in a reverse direction, just as a twin-screw steamship is steered by the different speed or direction of its revolving screws. The propeller engine is

chine as it stands now is so crudely made IMPROVED FLYING MACHINE tor's disposal that a great deal of the power developed is lost by friction. Mr. Whitelead estimates that with ball bearings he

strength. "It was a little after midnight," said Mr Whitehead to-day, "when we started out to make the experiments which resulted in the socident. I went at that hour because I did Mr. Varont went ahead on a bicycle: Mr Cellie rode with me in the machine. started from in front of my house and before we got out of the city a number of people saw us and stopped to look with wonder at the queer automobile that was going by. With the wings folded the machine is only about ten feet wide across the frame that supports the propellers, so we did not look so ver cumbersome in the street. It was only the queer boat-like shape which caught people's attention, that and the white muslin sides.

"In the city I drove her pretty fast, but when we got out into the country I slowed up and took it easy so as not to strain any thing, and then I did not want to get to the place until daylight. I will not tell you where the place is for I want to go there again, maybe, for our next experiment and miles distant, however, and is out Fairfield way. The road is hilly but the machinclimbed the hills all right. We passed on horse and wagon about dawn and the horse took fright at us and gan away. I did not hear of any smash-up, however, so I guess

nothing serious happened. "It was just good and daylight when we were ready to begin the experiment. We started the machine on the crest of a hill and from right in the middle of the road With the under motor it got a good momen tum and began to rise from the effect of the aeroplane wings. Oh. no. I did not ride in the machine; not much. It has not reached sufficient stage of perfection for that. never for a moment had any intention o taking the flight in it. But I did put in 220 pounds of sand ballast and it would have

carried a good deal more. "When the machine begins to rise the upper engine is started and the lower engine automatically stops. It worked perfectly. machine sailed up into the air to a height. I should think, of forty or more feet. It cleared the tops of the trees at all events and I drew a long breath of relief when I saw it do that It went the first time about an eighth of mile, then it took a slant down to the ground because there was no living intelligence or board to control it and to keep it horizontally

"It was not hurt by the fall and we tried i again. The second time it rose higher and went farther. It went a full half-mile this trip. I should think. Then again the lack of an intelligent hand to guide it brought it to grief. It slanted downward and dashed bow on against a tree. This crash ended the experiments. The machine was smashed more or less about the propeller structure and could not be used any more that day.

"As near as I can guess I should say the machine was in the air the last time about a minute and a half. Yet I cannot tell, I was too much excited. It was a wonderful sight to see. The machine looked so big in the air and looked so like some great living monster flying about that the effect was almost enough to scare you. I was as curious and as much moved by the spectacle as any stranger could have been. I could not note the time of flight or anything else. I could do nothing

"I do not know just when the next experi ment will be made, but it will be soon. I think I shall change the method of launch ing the ship in the air. Instead of the wheels below and the running start, I think I will but under the machine a propeller to driv it up into the air and then start the progresin a higher class than any others which have sive propellers. By the same under propellers the machine could be lowered as well raised. All you would have to do would be to

reverse the motion. "The advantage of my machine over Mr Maxim's is that Maxim uses steam and that means an enormous proportionate weight for the motor. I have no fuel, no water and no condensers to carry. That is one advantage of my machine. Another is in the appliance for maintaining horizontal stability. This motor and the stability appliance are not yet quite perfected and hence I have not yet applied for patents. Until I do apply I must keep the inventions a secret

THE ATLANTIC CITY SPEEDWAY Opened Yesterday With Floral Parade-The Prize Winners.

ATLANTIC CITY, N. J., June 8 - About seventy-five vehicles of all kinds were in the floral parade at the opening of the Atlantic

fioral parade at the opening of the Atlantic City Speedway this afternoon. The four-inhands were all handsomely decorated with natural flowers and with pretty girls dressed in white and carrying white lace parasols seated on top. The parade was led by G. Jason Waters, the chief marshal, who acted as white of his own four-in-hand coach. It captured the first cup.

In the pairs the team driven by B. C. Leeds of the Chalfonte Hotel won the cup. In the coach were a party of girls from Woodbury, N. J. In the undecorated single class Mrs. Everett Mehrer won the cup, and in the delivery wagon class H. Marion of the Marion Lee Company won the prize. He had frozen American Beauty roses in ice and hung the block among the natural flowers, which nearly covered the vehicle. In the saddle class J. Haines Lippincott got the cup, and Charles Mathis won the cup for single road drivers.

TOLEDO. ST. LOUIS & WESTERN SOLD Vanderbilts Sald to Have Taken It for Lake Shore's Entrance to St. Louis.

The statement was made in Wall Street resterday on what was said to be excellent authority that the Vanderbilt interests have purchased control of the Toledo, St. Louis and Western Railway-the successor to and Western Hallway—the successor to the old Clover Leaf. A sale of this sort has been expected for some time, as it has been understood that negotiations for control of the property were going on. The road extends from Toledo to East St. Louis, a distance of 151 miles. It is supposed that it will be turned over to the Lake Shore, affording that road, with which connection is made at Toledo, an entrance into St. Louis. No official confirmation of the reported sale was obtained.

official confirmation of the reported sale was obtained.

The roled, St. Louis and Western company has a capital of \$10,000,000 each of common and 4 per cent, non-cumulative preferred stock, vested for five years in the following voting trustees: Fred-ric P. Glecti. Thomas H. Hubbard and William A. Rend, with the provision that they might sell the stock at any time, subject to the approval of a majority of each class. Besides the stock there are \$0.000,000 of prior lien mortgage 3% per cent, bonds and \$6,500,000 first nortgage 1 per cent, bonds.

Universal Tobacco Not in Combine.

A director of the Universal Tobacco Company, which was incorporated in New Jersey with \$10,000,000 capital recently, said yesterday that the company was not connected in any way with the American-Connected in any way with the American-Continents! Tobacco combination "We have secured,"," he stated, options on a number of plants in this city and elsewhere and our company is not for sale." One hundred shares of Universal Tobacco stock, "when issued," sold in the curb market yesterday at 2014. The 4 per cent bonds of the new Consolidated Tobacco Company, "when issued" sold on the curb yesterday as high as 23 and interest. 73 and interest

Tugboat Heath Capsized One Man Drowned.

The tugboat John S Heath, belonging to the Knickerbocker Lighterage Company, while being towed yesterday morning from the foot of Twentieth street. Brooklyn, to revolving screws. The propeller engine is of 20-horse power

The lower, 10-horse power engine weighs 22 pounds with a cylinder diameter of 37-16 inches, and an 8-uich stroke. The upper engine is a double-compound cylinder, with 2½ and 37-16 inches diameter and a 7-inch stroke. This upper engine weighs 35 pounds. The power is developed by calcium carbide in a series of rapid gas explosions which create an even piston pressure. The ma-

TROLLEY CHARTER RUSH: MORE TEAN 100 APPLICATIONS FOR PRANCHISES AT MARRISBURG.

neylvania Legislation Brings a Swarm of Promoters and Agents to the State Capital -Clerks Overwhelmed With Work HARRISBURG, June 8 .- There has never

en such a rush for street railway charters in this State, or probably in any other, as was witnessed on Capitol Hill to-day. Gov. bills shortly before midnight on Friday, but this fact was not known officially until this morning, when the bills were recorded in the office of the Secretary of the Common wealth, Mr. Griest. During last night and early this morning the capitalists and pronoters and lawyers began pouring Harrisburg and many of them were so fearful that they would not get their applicatons for letters patent on file before some rival organization that they remained out of hed all night.

The State Department was opened for business at 9 A. M., but the clerks were hard at work long before this hour. Ex-Senator Saylor of Pottatown was on the ground before 6 o'clock, and others are said to have camped for hours on the Capitol Park benches More-than a hundred applications for charters were received and filed before the State Department closed this afternoon

Several charters were usued for Philadelphia, Scranton and elsewhere, but Secretary Griest said the classification would require so much time that it would be out of the question and also unfair to make public the routes and names of incorporators of proposed companies before the papers were passed upon regularly. Other charters will

be granted on Monday. It is unusual for the State Treasury and other departments to remain open for business on Saturday. In fact it is a rule not to issue charters on the last day of the week but the approval of the bills last night and the tremendous demand for trolley privileges caused a suspension of the rule. Several nervous lawyers were agitated while waiting their turn at the department and one or two talked about injunctions. A former attache of the department, who represent several new trolley enterprises, said that any charter granted before the action of Gov. Stone was officially entered of record at the State Department would be void Lawyers who had placed their applications were not apparently disturbed by this view of the matter

Every train and every mail brought fresh applications and millions are represented by the companies asking for charters. Senators Quay and Penrose, Attorney-General Elkin, Henry W. Oliver, George T. Oliver and others equally well known were conspicuous in the throng here to-day. While these men did not manifest more than passing interest in what was going on, R. R. Quay, the son of Senator Quay, who is directly interested in trolley enterprises. flitted back and forth between the various departments He is identified, it is said, with the proposed elevated lines in Pittsburg.

Pittsburg and Allegheny are to be covered with elevated railways, if these enterprises go through, and Mount Washington and other parts of the city are to be tunnelled The elevated roads will be controlled by Thomas S. Bigelow, Richard Quay and others, while the Mellons secure franchises for the subways and surface lines.

Harrisburg has been filled with 'millionaires and mystery" for the last twenty-four hours. There were conferences at the Executive Mansion last night all night, which were participated in by capitalists from various parts of the State.

The Governor reached his office about 10 o'clock this morning, and a half hour later formally announced the signing of the Focht-Emery bills. His approval had been given them. At 9 A. M. Chief Clerk Thorn said that more than one hundred papers had been filed. A few more came later.

Walter Lyon and Charles H. McKee represent the Pittsburg interests, and they were early on the scene. After the bills had been signed Mr. McKee talked freely about the sburg lines. He says that so far there in no conflict for right of way in Pittsburg. The Mellons and Messrs. Bigelow and Quay are not opposing one another. Mr. McKee is representing both syndicates. So far there has been no indication of any move on the Consolidated system of Pittsburg. As the State Department officials will not allow any of the papers to be inspected it is impossible to learn just what applications may have been put in. Mr. McKee says that so far about \$30,000,000 is represented in the Mellon and Bigelow charters. What will be the capital stock of the companies he is unable to say at this time.

Mr. Griest says that there are about fifteen companies in Philadelphia. They cover elevated, surface and underground franchises. There are numerous country charters asked for, but as there is such a mass of applications the Secretary is unable to tell what parts of the State they cover. So far he says there has been no conflict between applicants. As the Philadelphia and Pittsburg papers were in first they have priority in consideration.

The Johnson interests are being looked after by Henry George, Jr. He has been here all the week, and it was supposed generally that he was preparing matter for a newspaper article. With this morning he uncovered He communicated with Mr Johnson over the long distance telephone and received instructions to raise trouble all along the line. Mr. George and other representatives of the Albert Johnson syndicate filed two applica-



Is only one form of the suffering resulting from a diseased condition of the sensitive womanly organism. The only way to cure the headache is to cure the diseases which cause it.

The use of Dr. Pierce's Favorite Prescription has been the means of curing thousands of women of headache, backache, female weakness and other forms of disease peculiar to women. It establishes regularity, dries weakening drains, heals inflammation and ulceration and cures bearing-down pains.

"I think if it were not for your 'Favorite Prescription' I would have been in my grave, writes Mrs. Edwin H. Gardner, of Egypt, Plymouth Co. Massa. Box 14. "I had pain all over me, and such a dragging feeling it seemed I could not do my house work. I had to sit down to wash the dishes even. In the year 1897 I was so sick I did not care to live and prayed many times that God would take me. One day I thought I would write to Dr. Pierce. In a few days I received an answer. I decided to try his medicine, and to-day I am a well woman. I have no headache, no pain at all. I used always to have headaches previous to the monthly period, and such pain that I would roll on the floor in agony. This sometimes would occur every two weeks, and I would be very weak afterward. I was in pain all over. My feet would slip from under me when I would try to go across the room, and I could not walk any distance without being in pain. I took three bottles of 'Favorite Prescription' and three of 'Golden Medical Discovery' and three vials of Doctor Pierce's Pellets, and was completely cured."

Dr. Pierce's Pellets stimulate the lives.

tions covering 180 miles of streets in and about Philadelphia and its suburbs. The amount of capital given is merely nominal, being only about \$500,000 with provisions for an almost unlimited increase. The incorporators named are mostly "dummies," as the lawyers,

clerks and stenographers, who are generally used for the purpose of filling out application blanks, are known. For some reason the ohnson representatives are going along on the assumption that their applications will not be granted and threaten court proceedings o compel issue of the rights they ask. They

ask nothing for Pittsburg or anywhere outide the Philadelphia district Senator Quay spent part of the afternoon with Gov. Stone and other State administration leaders at the Executive department, and it was understood that other matters beside trolley lines were discussed. J. G. Brown, Director of Public Safety and Clarence Burleigh, City Attorney, of Pittsburg, who were here in conference with Gov. Stone came for the purpose of going over the political situation in that city. Burleigh will not be disturbed in his office. The Governor will supervise all political moves in Allegheny ounty and there will be no more "ripping." frown is now the head of the Republican organization in Pittaburg, having succeeded enator Flinn as chairman of the City Committee. Both returned to Pittsburg this

Before leaving for home this afternoon Thomas Bigelow of Pittsburg said that the new elevated system there is to relieve the ongestion which now attends passenger

PHILADELPHIA, June 8. hirteen

congestion which now attends passenger traffic in Pitta'urg and Allegheny.

PHILADELPHIA, June 8.— hirteen bills giving privilege of constructing street railroads as provided for by the rapid transit bills passed by the Legislature this week will be introduced in Belect Council at a special meeting on Monday afternoon. They will be at once referred to the proper committee, will be at once referred to the proper committee, will be favorably reported back and ordered to be printed. On Tuesday there will be another special meeting at which the printed bills will be read and passed on first reading. On Wednesday they will be passed finally by the Select Chamber at a third special meeting, and on Thursday will be sent to the Common Council at a meeting called for the purpose and passed. They will then go to the Mayor and by next Saturday at the latest they will become laws.

Union traction yesterday for the first time was affected by the rumor that the new roads would be built, and to-day it went still lower. It opened at 27½ and rapidly fell to 25½, the lowest price the stock has been since November, 1898. Before the close there was a slight rally and the stock closed at 26.

The allied companies suffered somewhat more than the Union Traction from the scare. Philadelphia Traction declined from 94 to 91½ and Electric and People's 4s fell 2½ to 92, a net loss of 4½ for the week. It seems that the earning capacity is not having much influence in bolstering up the stock, for although the Union Traction has upward of \$9.000,000 underlying securities in its treasury and is increasing its earnings at the rate of \$9.000,000 underlying securities in its treasury and is increasing its earnings at the rate of \$9.000,000 underlying securities in its treasury and is increasing its earnings at the rate of \$9.000 abayes sold during the morning.

The Union Traction people steadfastly refuse to discuss the proposed legislation. Al Johnson has been sent for by people who are interested with him in securing the privileges he desires

ALBANY TRACTION SETTLEMENT. Employees and Directors Meet and Come to an Agreement.

ALBANT, June 8 - A committee representing

the Troy and Albany employees of the United Traction Company conferred with the di-Traction Company conferred with the directors of the company to-day and an amicable settlement was reached.

After the men had presented their side of the case it was decided by the directors that the matters complained of should be adjusted by the general manager, after investigation. In the case of Conductor Stephens, who was suspended from duty for a week for disobeying the orders of Supt. Fassett, it was decided that he should lose one day's pay and be reinstated. Conductor Fassett, it was decided that he should lose one day's pay and be reinstated. Conductor Pauly, who was suspended for one day, will receive pay for time lost if investigation bears out the men's statement of his case. The three inspectors discharged, it is asserted, were not dismissed for cause, but because the company has determined to cut expenses by dispensing with a certain number of inspectors. In the case of these employees it is to be a survival of the fittest and the three men let go will probably not be taken back into the company's employ except, possibly, Inspector Cellins, who may be appointed a conductor.

MACHINISTS WILL FIGHT IT OUT. International Association Adopts a Resolution of Defiance.

TORONTO, June 8. - The International Machinists' Association this morning passed this resolution: "After due consideration this resolution: "After due consideration we accept the challenge of the National Metal Trades Association, and in accepting this declaration of war we cheerfully pick up the gauntlet and hurl back definice. We will never accept any modification of our demands or resume labor until the cause for which we struggle is triumphant and the shorter work day is an accomplished fact."

"The International Association did its utmost," said President O'Connell, "to bring about a satisfactory adjustment by pacific means, offering to accept any decision reached by arbitration that would cover the question nationally, but the employers refused every effort at conciliation."

F. P. Sargeant, Grand Master of the order of Locomotive Firemen, assured the association this morning that his order would assist the machinists by all means in their power to win the fight.

STRIKE IN DEPEW SHOPS OFF. New York Central Machinists Return to Work -Strike Unauthorized.

BUFFALO, June 4. - A number of machinists employed in the New York Central shops at Depow went back to work this morning and the others, the total number being about 500, will return next Monday morning. This ends all trouble, for the present at least, in

ends all trouble, for the present at least, in that place.

The men went on strike for an increase in wages which the Central refused to grant. The convention of the International Association of Machinists in Toronto condemned the action as unauthorized, and in accordance with that decision the strike is declared off. Announcement was made a few days ago that the carpenters, blacksmiths, painters, tinsmiths and other employees were considering the submission of a demand for higher wages, but it is thought now that nothing of the kind will be done in view of the machinists return to work.

Labor to Try to Deal With the Steel Trust. MILWAUERR, June 8 .- Before adjourning last night the Amalgamated association appointed a committee to endeavor to settle the pointed a committee to endeavor to settle the scale for about twenty special mills with the trust officers instead of with the mills separately. This is a "feeler" in the direction of inducing the United States Steel Corporation to sign for all its mills, non-union as well as union. If Mr. Schwab refuses to sign for all the various companies comprising the frust, the committee will labor with each of the senarate commands. separate companies

Some of the Lackawanna Strikers Give In. SCRANTON, Pa., June 8 - The first break among the striking workmen in this city occurred to-day when a committee of blacksociarred to day when a committee of blacks smiths at the Cliff Works of the Lacksawann railroad called upon superintendent Delaney and asked to be sent back to work. The other strikers say that this will in no way effect them but it has apparently disheartened them, Both sides appear to expect an early ending of the strike.

Immigration at the Port of Manila.

WASHINGTON, June 8 -The number of imigrants arrived at the port of Manila, P. I. from July to November, 1900, inclusive, was from July to November, 1900, inclusive, was 5,302, of whom 507 were females, 5,540 had been in the Philippines, 2,602 could neither write or read, and 1,517 brought \$30 or more in money. By nationalities, 4,571 were Chinese, 564 Americans, 418 Filipinos, 218 Spanish, 143 English, 82 Japanese, 30 East Indians, 25 Germans, 20 Portiqueses, 15 Swiss, 14 French, 11 Peruvian, 10 Tirkish, 8 Russian, 8 Scotch, 6 Austrians 5 Italians and 20 of other national-

Secretary and Mrs. Root to Visit the Pan-American Exposition.

WASHINGTON, June 8, -A private car will leave here to-morrow for Buffalo with the Secretary of War and Mrs. Root. Adjutant-General Corbin and his finners. Miss Edythe Patten, Major-Gen. S. B. M. Young, and Lint-Col. and Mrs. John M. Johnson. The party will spend two days at the Buffalo Exposition. PARIS GETS CHICAGO MAY:

TENDERLOIN WOMAN CHARGED WITH COMPLICITY IN AGREEN.

for Robbing Paris Office of American Ex-press Company -- Price Made New York Too Het to Hold Her -- Her "Touches" Here.

A Paris despetch says that the police of that ofty have arrested May Churchill, a notorious woman known here as "Chicago May," charging her with complicity in the robbery of the Paris office of the American Express Company last April. The arrest was due to her intimacy with "Tom" Edwards. one of the burglars implicated in the robbery The express office in Paris is at the corner of Rue Auber and Rue Scribe. On April 27 burglars entered the place by means of false keys, gagged and bound the watchman and blew open the safe. They escaped with 80,000 francs. Edwards was arrested the following day and has been in jall since. George Nuber was arrested in Amiens on May I and in his possession were found bur-glars' tools and a number of checks that had been stolen from the express office.
The arrest of "Chicago May" was no sur-

prise to people in this city who know her She was one of the most brazen streetwalkers that ever roamed around the Tenderloin That was her happy stamping ground for years and every habitue of the district knew her. She was an expert pickpocket, and accumulated a fortune in relieving men of their money and jewelry. She was arrested innumerable times here for robbing her victims, but always managed to escape staying in Jail any length of time by returning to them at least part of what they had lost.

Men who are the victims of a woman of this sort are not any too anxious to appear against them in a police court. The men who would appear and stand the resulting notoriety were generally those who could not afford to lose what had been stolen from them.

When this latter class of men caused the arrest of the Churchill woman she invariably had some male dependent, who would get to the complainant and return to him what he had lost. The result would be that the had lost. The result would be that the "Sucker" wouldn't appear in court and "Chicago May" would be set at liberty. She was so successful in parting gullible men and their cash that she was really the originator of the "touch" game among women of her

their cash that she was really the originator of the "touch" game among women of her class.

"Chicago May" is a big woman with a wealth of natural blonde hair. She was always well supplied with diamonds and she knew how to use them to the best advantage. She has been abroad over two years now, and Police Captain Price was responsible for her leaving these shores. When Price was in charge of the Tenderloin he met "Chicago May" one night on Broadway. He knew her of old and warned her to keep out of the district while he was in charge of it.

"If you don't stay away from this district willingly," said Price to her, "you'll do so unwillingly, for I'm going to order my men to arrest you every time they see you on the street.

Price made good his threat and the next night "Chicago May" was a prisoner in the Tenderloin station on a charge of loitering on the streets. This was enough for her A week later she sailed for London. She pursued the same tactics there that she had here and was finally arrested. How she got out of that scrape her associates here never heard. They did hear, though, that she had married a wealthy Englishman in London. The policemen who knew the woman's record were slways glad to see her in trouble. That feeling is easily explained, for she was credited with being a stool pigeon for Angel Dennett, who was I'r Parkhurst's companion on the excursions that made his name netorious.

The Churchill woman was often referred

The Churchill woman was often referred to as "Big Chicago May," to distinguish her from a smaller woman with the same sob-riquet, who was also notorious. May Churchill is about 35 years old.

HOW SHALL CHINA PAY INDEMNITY? Mr. Rockhill Suggests That the Question Be

Referred to The Hague Tribunal. WASHINGTON, June 8 .- Falling to secure better terms for China and in the hope of ending the deadlock at Pekin over the quesnon of how the Chinese indemnity bonds shall be paid and guaranteed, Special Commissioner Rockhill, according to a despatch from him to the State Department, has suggested to his diplomatic colleagues that the matters in dispute be referrred to the arbiration of The Hague permanent tribunal. In doing this Mr. Rockhill acted under instructions sent to Minister Conger many months ago. No confidence is felt here in the success of Mr. Rockhül's newest move. It is believed that the Powers are determined to dispose of the questions at issue without reference to any judicial tribunal, and as China has promised to pay the indemnity of 459,000,000 taels there is little to support the American suggestion.

Appointments by the President.

WASHINGTON, June 8 -The President today made the following appointments: Elmer B. Stephenson to be Collector of Internal Revenue for the District of Nebraska. Myron H. McCord to be U. S. Marshal for Arizona.

Myron A. McCord to be U. S. Marshal for Arizona.

To be chaplains in the army, William F. Brander, James L. Griffes, John C. Granville, John M. Neess.

To be Captain in the Artillery Corps, Henry M. Whitney.

To be First Lieutenants in the Artillery Corps, Levert Coleman, Alfred B. Putnam.

Militia of the District of Columbia—James Madison Pickens, to be adjutant with the rank of First Lieutenant Sixth Battalion, Early D. Yoder, to be First Lieutenant, Company B, Second Battalion, Charles Livingston Snell, to be Second Lieutenant, Company B, Second Battalion, Albert Bertram Weir, to be Second Lieutenant, Company B, Fifth Battalioh.

Movements of Naval Vessels.

Washington, June 8 .- The collier Hanibal has arrived at New York, the naval ransport Gen. Alava at Cavité and the torpedo boat Shubrick at Norfolk. The cruiser Philadelphia has sailed from Mare Island Philadelphia has sailed from Mare Island for San Francisco, the despatch boat Sylph from Annapolis for Washington, the gunnery ship Peoria from Tompkinsville for Boston, the coiller Leonidas from Newport News for Boston, and the tender Leyden from Newport for New London. The battleship Illinois left Newport News today for Boston, where she will take on board the Naval Trial Board and proceed to the official trial course between Cape Ann. Massachusetts, and Cape Porpoise, Maine. The trial will take place on June 12.

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LINCOLN SAFE DEPOSIT CO., 32-42 East 42d St. 'Phone 687 38th St. A wagon will call for and deliver, guaranteeing it; safety until you return in the autumn. Will park it if desired.
Clothing and Purs stored in cold storage as a moth protection. Household Furniture stored in greproof warehouses.

The PIANOLA in the SUMMER HOME



out this dexterous and artistic piano-player. The popularity of the Pianola in these far-away retreats has steadily increased each year. To-day the instrument is considered a necessity in a wellappointed country home.

The pleasure derived from the Pianola, even in the heart of musical centres, has been of so pronounced a character, that the instrument has aroused the interest of musicians and laymen alike. It enables any one, irrespective of musical training, to play upon his piano any selection of music he desires to hear. The player has absolute control of expression, and thus becomes a producer of

music, instead of a mere listener. In the country residence the entertainment afforded by the Pianola is mul-

There, a household is dependent upon its own resources. There are no operas or concerts to attend, and seldom is a pianist available who can play accompaniments for dancing or for a college "sing" on the veranda.

Damp and stormy weather is always a possibility, as past experience has demonstrated, and must be taken into consideration. Should the family be driven indoors, the Pianola or Acolian is the only available source of entertainment. A dance or a concert with a Paderewski or Hofmann program, interspersed with grand or light opera selections, solo or chorus singing, can be improvised at a moment's notice, through the ever-ready assistance of these instru-

> Planolas \$250. Acoltane \$75 to \$750. Acolian Orchestrelles, \$1,000 to \$2,500.

Can be purchased by moderate payments, if desired. No cottager should leave the city without calling to hear these instruments. which have been indorsed by practically every musician of note on both hemispheres, and have become a highly prized adjunct in the homes of the most cultured.

Visitors always welcome, whether the call be prompted by mere curiosity or an intention

THE AEOLIAN CO.,

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We submit the following as practical examples of the way in which we dress Boys with Stylish, Well-Made Garments at the low prices that buying direct of the manufacturer, and paying but one moderate prof alone make possible:

Russian Smock, made of white Victoria lawn; 2 to 4 years, \$1.29. Washable Kilt Suits, \$1.25 to \$2.85.

Washable Sailor Suits, \$2.25 to \$3.75.

Double-Breasted All Wool Mixed Cheviot Suits, 6 to 15 yrs., \$5. Double-Breasted All Wool Blue Cheviot Suits, 6 to 15 years, \$5. Also Wash Suits, short pants, in broken lots at greatly reduced

60-62 West 23d Street.

Treasury Buys \$300,000 Worth of Bonds. Washington, June 8.—The Secretary of the Treasury to-day bought \$300,000 worth of 4 per cent bonds of 1907 at 113 5115 and \$50,000 worth of 5s of 1904 at 108 769.

Army and Navy Orders.

Washington, June 5.—These army orders have been issued:

First Lieut Raiph P. Brower, Artillery Corps. to Frist Lieut Raiph C. Smith, Artillery Corps. to Fort Myer for examination for promotion.

First Lieut Harry E. Smith, Artillery Corps. to Fort Myer for examination for promotion.

Totten and accompany the Second Batallion of Engineers to San Francisco.

Major view. Samuel B. M. Young, from this city to partition of california of the Department of Laiking and Samuer command of the Department of Laiking. Artillery Corps.

Leave of absence for three months granted First Lieut. Artiller Corps. In the Command Samuer Corps.

Leave of absence for three months granted First Lieut. William R. Shaffer.

Leave of absence for one month granted First Lieut. William R. Firsts. Lieut. James L. Washed and Samuer Corps. The Leave of absence for one month granted First Lieut. William R. First Lieut. James L. Roberts. Seventeenth In. The Corps. Leave of absence for one month granted First Lieut. James of Assence for one month granted First Lieut. James of Samuer Corps. Leave of Assence for three months. Samuer of Texas.

Leave of absence for the months of the Department of Texas.

Lieut. Gath. Roberts. Seventeenth In. The Corps. Lieut. Samuer.

Leave of absence for the Corps. Leave of Assence of Indian Assence.

First Lieut. James L. Wilson. And the Command of the Department of Texas at Samuer.

A Board of Surrey, to emission of Lieut. Coll. John Ambient of Commander T. A. Pollon, Judge - Advocate to the Corps. Casper H. Conned. A third Corps. Lieut. Gath. Commander T. A. Pollon, Judge - Advocate. The Corps. Casper H. Conned. A third Corps. Lieut. Gath. Commander T. A. Pollon, Judge - Advocate. The Corps. Casper H. Conned. A third Corps. Casper H. Conned. Commander T. A. Pollon, Kroph the Corps. Cas WASHINGTON, June 8. - These army orders have

Attorney-General Knox Buys a \$150,000 House WASHINGTON, June 8. - Attorney-General Knox has purchased the residence of Mrs. George W. Childs at 1527 K street for \$150,-000 The house is one of the handsomest in Washington, is constructed of yellow